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SOURCE      Newspapers as indicated.

NAVIGATION ON WISLA  
AND OTHER CONSOLIDATED

NEW STATE ENTERPRISE ESTABLISHED -- Rzeczpospolita, No 255, 16 Sep 49

In the near future, the State Navigation on the Wisla River (Panstwowa Zegluga na Wisle) and the State Navigation on the Oder River (Panstwowa Zegluga na Odrze) will be consolidated into one enterprise known as the State Inland Navigation (Panstwowa Zegluga Srodladowa).

The State Navigation on the Wisla has jurisdiction over the Wisla, the Notec, and the Warta rivers, the Gdansk-Elblag-Ostroda Canals, the Mazurskie lakes, and the bay area.

The State Navigation on the Oder covers the Oder River.

The State Navigation on the Wisla River handles the passenger traffic, fast freight, and bulk transportation by barge. The more important passenger lines are the Warsaw-Gdansk, Elblag-Krynica Morska, Gizycko-Ruciany. The possibility of transporting bulk goods by barge is not as yet fully exploited.

Transportation of export and import commodities (coal and ore) is expanding on the Oder River. On the Wisla and Warta it is at a minimum. Domestic bulk shipments on the Wisla and the Warta are adequate.

There are 36 toats on the Wisla, of which 12 have passenger accommodations. Passenger accommodations on the Wisla fluctuate from 200 to 500. There are 62 freight tugs ranging from 50 to 500 horsepower capacity, and 370 barges with a carrying capacity of 125,000 tons.

The greatest difficulty for Wisla navigation is the shallowness of the river at low water. On the Krakow-Wloclawek route, it ranges from 60 to 80 centimeters. This delays passenger traffic and loading capacity of barges is utilized only 30 percent. The hazards at high water are low bridges and telephone wires running across the river. Other hazards for traffic are bridge wrecks.

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In spite of all these difficulties, nearly a half million passengers, 15,000 tons of minor cargo, and approximately 1,200,000 tons of bulk goods were transported on the Wisla River while it was navigable.

Undoubtedly, the consolidation of these two means of river transportation, the Wisla and the Oder, will permit the coordination of new investments to utilize fully both arteries for passenger and freight traffic.

**IMPROVED LOADING DEVICES INVENTED** -- Trybuna Ludu, No 253, 14 Sep 49

The crew of the SS Kolno is working on a new device for the automatic closing of hatches, which will substantially speed loading. The same ship's crew has already introduced special cargo hatches permitting loading in any kind of weather without risk of wetting the cargo.

**NEW RR LINE TO TRANSPORT SAND** -- Rzeczpospolita, No 253, 14 Sep 49

A new railroad line under construction in Slask will connect the Bledow and Tarczynow sand areas with the Silesian coal basin. It will transport sand from Gliwice to Dabrowa and from there, on special branch lines, to every coal mine in the region. The work is being mostly done by youth brigades, which have already built 15 kilometers of standard gauge lines. The narrow gauge branches are also under construction.

The sand, mixed with water and chemicals, is forced into empty shafts and galleries. This precaution will prevent caving in of old mines.

**EXCAVATING FOR WARSAW RR STATION** -- Trybuna Ludu, 15 Sep 49

About four trainloads of dirt are excavated daily in preparation for the construction of the Central Railroad Station in Warsaw. A 75-ton machine, digs and loads 1,000 cubic meters of dirt in 8 hours, replacing eight men. Construction of the 50-meter-long viaduct will begin next spring.

**RR WORKERS' STATUS CHANGED** -- Przegląd Ustawodawstwa Gospodarczego, No 8, 31 Aug 49

Employees of the Polish State Railroads are no longer under military rule but subject to ordinary work discipline.

**TO REROUTE MAIN WARSAW STREETS** -- Tydzień Warszawy, No 254, 15 Sep 49

Under the Six-Year Plan, the main thoroughfares in the Mokotow suburb of Warsaw will be altered to relieve congestion and provide through passage for vehicles. Rakowiecka Street will run straight from West to East and relieve traffic in the Southern districts of Warsaw. Wiktorska Street will run in the same direction.

The Six-Year Plan will provide three new car barns in this district: one for street cars, in front of the race track in Sluzewiec; one for busses, in front of the future Warsaw-South railroad station; and one for trolleys, at Sielce.

The narrow-gauge railroad line to Grojec will be electrified.

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TRAILERS BUILT FROM SCRAP -- Trybuna Miedu, No 254, 15 Sep 49

The "Paged" Automotive Work Shops in Gorzow are starting production of truck trailers. The trailers will be assembled from old parts and scrap with considerable saving in material.

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